the roofs of the coaches were detrained by RPF/GRP and Station Staff, but they again got on to the roof. A departmental inquiry into this incident has been ordered.

Ramming of Karnataka Express at New Delhi Railway Station

200. SHRI KRISHNA KUMAR BIRLA: Will the Minister Of RAILWAYS be pleased to state:

(a) whether it is a fact that the Karnataka Express rammed into a shed housing the Carriage and Wagon Office at New Delhi Railway Station on 31st July, 1991, resulting in death and injuries to several persons;

(b) if so, whether the train rammed into the shed due to an operational error;

(c) if so, how this operational error occurred and who is responsible for such lapse;

(d) whether the Government has contemplated any steps to avoid recurrence^ of such accidents in future; and

(e) if so, the details thereof and the amount of compensation paid to the injured and to the next of the kin who died?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MAL LIKARJUN): (a) to (e) On 31-7-91, while the empty rake of 2627 Karnataka Express was being shunted from the platform line to the washing line No. 2 of New Delhi Coaching yard, it rammed into the shed housing the Carriage and Wagon depot at New Delhi Railway Station.

As a consequence, 3 railway staff died and 1 person was injured. Ex-gratia payment of Rs. 17,500/- has been made to the next of kin of those killed and the injured person. No compensatioa has been paid so far.

This accident occurred due to incorrect letting of points. Four shunting staff have been held responsible for this accident.

A safety drive was immediately launched to educate the staff on the precautions to be observed while performing shunting operations in yards.

Exploitation of Gold deposits in Purulia District, West Bengal

201. SHRI KRISHNA KUMAR BIRLA: Will the Minister of MINES be pleased to state:

(a) whether it is a fact that high range of gold deposits have been discovered in southern part of Purulia District in West Bengal;

(b) if so, what are the details there of; and

(c) whether Government have formu lated any programme to exploit thesa gold deposits; if so, the steps taken by Government in this regard?

THE MINISTER OF STATE (INDEPENDENT CHARGE) OF THE MI NISTRY OF MINES (SHRI BALRAM SINGH YADAV): (a) No, Sir.

(b) and (c) Do not arise.

Shortfall in production of Rice

202. SHRI KRISHNA KUMAR BIRLA: Will the Minister of AGRI CULTURE be pleased to state:

(a) whether it is a fact that a shortfall to the tune of 4 million tonnes of rice is anticipated during the kharif season;

(b) if so, the likely percentage of shortfall in the rice production target; State-wisei, during 1991-92 as against the anticipated growth rate in foodgrains target; and

(c) the manner in which Government propose to meet the gap between demand and supply of rice?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURB (SHRI MULLAPPALLY RAMACHANDRAN): (a) and (b) It is early to

assess the likely shortfall in rice production during the kharif season as the planting of crop is still going on in some areas.

(c) No difficulty is apprehended in meeting the demand of rice in the country, in event of some shortfall in rice production, as there is enough buffer stock of rice available. Moreover, the shortfall in production of rice during kharif season can be made good to some extent during rabi-summer season.

Stamping technology for improvement of coking coal

203. PROF- SOURENDRA BHATTA-CHARJEE: Will the Minister of STEEL be pleased to state:

(a) whether the proposal for adopting stamping technology for improvement of coking coal as used by the steel industry has been pending with the SAIL;

(b) whether a detailed study was con* ducted by some foreign experts on the question of coking coal blending a few years ago;

(c) whether Indian coking coal was found to have basic ingredients for im proving the standard required by steel industry for increasing the production; and

(d) if so, the details thereof?

THE MINISTER OF STATE (INDE PENDENT OHAROE) OF THE MINIS TRY OF STEEL (SHRI SONTOSH MOHAN DEV): (a) Yes, Sir. There are two proven technologies for improv ing coke quality. They are Stamp Charging technology and technology for Partial Briquetting of Coal Charge (PBCC.) In view of the lower capital cost of adoption of technology for PBGC, and in consideration of rapid fluctuations in indigenous coal qualities, SAIL's preference, in general, is to adopt technology for PBCC and to consider the adoption of Stamp Charging Tech nology in specific cases wherein the quality of input coals is assured on a long term basis and where introduction is found feasible in existing group of batteries.

(b) to (d) A German firm had tested samples of Indian blended coal in 1983-84 and the results showed that the coal had ingredients necessary for la-proving coke quality through partial briquetting of coal charge or stamp charging technologies.

Import of colung coal by SAIL

204. PROF. SOURENDRA BHATTA-CHARJEE: Will the Minister of STEEL be pleased to state:

(a) whether the SAIL has been importing increased quantity of coking coal despite the foreign exchange constraints;

(b) the expenditure incurred durinj the test three years in the import of coking coal by the SAIL; and

(c) what are the details of the step* which are being contemplated for reducing the import bill of coking coal?

THE MINISTER OF STATE (INDE-PENDENT CHARGE) OF THE MINIS TRY OF *STEEL* (SHRI SONTOSH MOHAN DEV): (a) and (b) Every year all the quantities of cooking coal produced indigenously are consumed by the steel sector and imports are resorted to meet only the balance requirement both in qualitative and quantitative terms. Increasing imports of coking coal by SAIL reflect the widening gap between SAIL'S requirements and quantities of coal indigenously available. From the angle of foreign exchange conservation, import of coking coal is better than import of steel. Expenditure on the import of coking coal by SAIL over the last three years is as under:—

Year	Expenditure : Approx. (C & F value Rs. in crores)
1988-89	329.5
1989-90	426.8
1990-91	543.8